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## AMONG THE AUTOMOBILISTS.

MOTORING MISSIONARY GOES TO CONVERT FOREIGNERS.

Gildden Tour Winner Beards Europeans at Home With Yankee Built Car-American Association Committee Working for Uniform State Regulations

Percy Pierce, American motoring missionary to the automobile heathen of Europe, sailed for his field of endeavor yesterday on the Patricia. He goes to preach the gospel of the reliability and stability of the Yankee built automobile and to convert, if possible, the motoring populace to the belief that some good automobiles may come out of America. As is fitting in such a case Mr. Pierce is volunteer and will defray all his own expenses while combating the scepticism of Europeans regarding the virtues of American automobiles. He is no novice at his self-imposed task, that of trying for honors in the great European touring events, as he won the Glidden tour last year with a score of 906 points out of a possible 1,000 and has been in several other tours and endurance rugs. He has made formal entry in the tour for the Herkomer trophy, which starts from Frankfort, Germany, on June 8, and the Circuit European, which begins at Paris on July 26. The Herkomer trophy contest is of the same length as the Glidden tour, 1,000 miles, but includes tests for endurance, speed and hill climbing, with points scored for each. At Vienna the cars will be held for one day for judging their mechanical points, conformation and style. The contestant must be on hand five days before the start and every detail of each car will be critically examined. At each stop the drivers will have two minutes to shut down their engines and get out of the way. The cars will then be taken in charge by attendants until morn-ing, when the contestants will each have forty-five minutes to prepare for the start. There will be a number of one day stopovers, at which there will be exhibitions and com-petitions of various sorts and a fête. Arthur Kompf a:companies Mr. Pierce and everyhing connected with the undertaking is American-men cars, tires and equipmentand neither of the men speak anything but English. Mr. Pierce is very modest about his undertaking and contents himself with saying that he hopes his car and himself will give a good account of themselves.

Chairman Sidney S. Gorham of the American Automobile Association's law committee looks forward to the day when all the States in the Union will have uniform automobile laws and motorists will only be required to register in their home States. He is actually engaged in making up his committee, upon which he expects to have a lawyer member of every club in the association, in addition to a number of lawyers who are members at collection of all the State automobile laws now in effect, from which he and his committeemen will draft a measure embodying the best features of the present statutes. When this has been prepared an active campain will be started in every State to have the law adopted at the next sessions of the State Legislatures. Particular efforts will he made to have the various Legislatures recognize the registrations of other States, doing away with the vexations now experienced by motorists who desire to tour through several States, in each of which a separate

Times are changing. For several years European touring has been steadily increasing among the automobilists of this country, but excepting men identified with the industry those taking such trips have been sers of foreign made cars, and the United States product has been hardly known abroad-This year a number of prominent men for-marly patrons of French cars have picked American winners, and already they are begin-ning to introduce them abroad. C. Vanderbilt Barron sailed yesterday for Europe and took along a Great Arrow car of 40 horse-power. with which he intends to make a tour of several preparing to follow Mr. Barton's move, and before fall the people of Europe will be quite familiar with the best made American cars.

Georges Dupuy, the French writer, who is here now representing Parisian interests, calls the French chauffeur the Casar of the oar and says that he will never forget the oheracterization of him by Coquelin Cadet at a dinner of the Automobile Club of France. He translates it into English in this wise, and says it is pretty near the truth.

In Europe for centuries the 'cocher' or 'postillon' coachman; has been the King of the Livery—if you will allow me to use such a paradoxical expression. He is the first staff officer in the stables. He always shows—externally—the most rigid and elegant dignity. Phaeton, who in days of yore drove the charioto of the sun, certainly did not hold the ribbons, in a more stylish way. I shall not undertake to say anything about the intellectual and moral qualities of the coachman, but be convinced that his daily contact with the horse has given him galiantry, wiedom and noble attitude. The horse made him a dignified and self-possessed servant, who rarely kills his employer.

Now, what about that recently invented nuisance of yours, the 'chauffeur'? Mon Dieul what a hybrid, untamed, unconquerable, inconstant animal! They have improved, perfected the automobile, not the chauffeur. To keep a chauffeur in Paris you must be a multi-millionaire. The chauffeur thas a terrible appetite. He conqueres ten times more gasolene and oil and tires than the car itself. Georges Dupuy, the French writer, who is

car itself.

He always knows everything better than you. He obliges you to buy the machine you don't care for, to take the road you don't like, to stop when you don't want to. And don't you ever protest, for the sake of your life, for he will quickly drain your bank account with his repair bills, or crash your car against a bridge parapet and throw you into the middle of the river, or elope with your wife.

A movement has been started in Philadelphia to raise a fund of \$100,000 with which to carry on a campaign for just automobile laws, a fair field and no favor. The new monthly, Motor Print, has started this. It urges that there should be some representative national body that would do things and egrase to give \$5.000 toward such a fund of \$10,000, if nineteer other individuals or alubs or associations will give a like amount. As a rule, automobile reference books ontain everything except the one thing man wants to know when he gets into

Residente in districts where dirt roads prevail may take a hint from the action of the farmers in Scott county. Lowa, where a large number of them recently organized the Scott County King Road Drag Association, while at a special meeting in Lincoln, Ia. Gus Eckerman was elected president of the association, Julius Groenwoldt, vice-president George B McDowell, secretary, and William Claussen, treasurer. The principal reason for organizing the seciety is to improve the county's highways by the use of a drag. The drag will be used by owners.

J. Tully is a rural mail carrier of Claypeol, Ind., and according to a Western paper
he has purchased a runabout motor car,
which he expects to pay for itself through
time saving. His plan is to devote the time
saved to working a small farm which he
awas but hitherto has been unable to
develop because his work for Uncle Sam
occupied the daylight hours. With the runabout he goes over his route in three hours,
and thus can put in eight hours a day at
farming, the money from which will pay for
the car. As he has a district in which the
roads are good, he will be able to use his car
ten months in the year. When he cannot
use it the weather will be too rough for farming. Back country legislators should cut
this out.

An observant mechanical man gives the following somewhat technical but exact explanation of the dust raising nuisance of motor cars: "All elastic driving tires lift dust. Cars are propelled by stress through these tires. With cars at rest tres are compressed vertically by the vehicle's weight. When stress is applied by starting the tires are straining tangentially, the rubber in front of the wheel being compressed, and that behind where it leaves the ground is stretched in both directions parallel to the rim. As the car moves forward the particles of the tire in front as they come under the wheel are brought into a state of tangential compression. The roughness, of the road and the driving power of the engine prevent these particles from springing back until the forward movement of the car raises them from the ground. Then they suddenly change their state of tangential compression to one of tangential tension; that is, they move rapidly backward along the rim to recover their original position. In so doing the tire scrapes or sweeps the road surface and carries up the lighter dust. The difference of the speed of alternate compression and stretching is the speed at which the tire sweeps the dust to the rear. Small stones are overturned, and all finer particles are projected backward and upward. Therein the tires are worse than a sweeping brush, which smothers some of the dust it raises, while the tire retreats and leaves the dust free to rise."

The following is said to be an excellent way for a chauffeur or an owner to clean out a circulating system that has become scaly.

Take about three-quarters of a pound of caustic soda, let it dissolve in the water contained in the tank. When the soda is all dissolved, start up the engine and let, it run for an hour at least. This should clean out the tubes, connections and jackets: then flush out the radiator by connecting it up to a water supply. Fill and empty the entire water system of the car three or four times so as to be sure of removing every trace of the soda solution, and after that you should experience no further unuble, with scale for some time.

### AUTOMOBILE NOTES.

company, is back from his European trip, which he said it was a revelation to see the enormous development of the automobile industry in Italy, especially Two of them, of which the Flat is the largest, are of enormous dimensions. The Fiat company, he states, has established several subsidiary companies, such as the Flat-Mugiano, the object of which is to develop marine motors and to construct motor boats, yachts, torpedo boats and naval tenders. They have erected large boat building works at Spezia, the largest military port in Italy. Another company is the Fiat-Ansaldi, which confines itself to the construction of various types of pleasure cars under 16 horse-power, but all of the four cylinder type. The new model of these is to have a bevel gear drive and the chassis is de-signed primarily for fitting bodies for town use, having the entrance well in the rear. The Flat works proper have been immensely increased by the erection of extra buildings.

will be its official representative to the A. C. A. and will have charge of all the arrangements in connection with the selection of the Islian team for the Vanderbilt. Mr. Hollander says the Flat in France the later part of July. The distance of this race is 1.200 kilometres (800 miles). Haif will be run one day and half the next. The cars impossible to make any repairs except on the

The pressed steel frame is now regarded as the standard of equipment for all motor cars except occasional gunabouts and other, light vehicles for which the armored frame is used. Many makers buy pressed steel frames already assembled, while others consider it advantageous to do their own assembling. Among the latter is the Electric Vehicle Company of Hartford, which has a com-plete frame assembling department. The side members are first clamped in an Iron form and then joined together by cross stays and supports which are riveted together by means of a pneumatic tool such as is used by boiler makers and bridge builders. Red hos rivers are inserted in holes drilled for them and quickly shaped to place by the tool with absolutely uniform results. The spring. axle, transmission and engine supports and other moved it is ready for the installation of the engine and transmission. The entire process of assem-bling a frame is very quickly carried out by two men working together on the riveter. In connec-tion with this riveter it is interesting to note that compressed air has become a very important fac-tor in working various tools in the sutomobile shops. The Electric Vehicle Company makes ex-tensive use of air driven tools, tire inflators and devices for facilitating air brush work and drop forming works. The air for operating the various

for odd jobs in connection with his business, is a contestant for the mileage trophy offered by the Cleveland Automobile Club this season. Last year the trophy was won by Fred C. Gates, who drove 7.581.6 miles with his Winton machine. Walter Baker, says Automobile, while not much of a mileage fined himself, decided that he would like to have the trophy won this year by a Baker, and as the the little delivery wagon is on the go all the time carrying supplies to and from the factory and acting as a tender to several hundred Baker electrics is Cleveland and vicinity when they are in need of repairs he anticipates its mileage at the end of the season as 100 per cent more than Mr. Gates a The machine is driven by its regular driver, a little colored man in the employ of the Baker factory.

The speed of a Winton car carrying bundles of real money stopped a "fun" on the Dollar Savings Bank at Painesville. Oblo. April 30. The run started that morning when the bank opened its doors, and the bank officials at once telephoned to the First National Bank of Cleveland for currences. Assistant Cashler Krauss of the First

These buildings have been divided into three departments. The first is exclusively devoted to racing machines, the second to the construction of motor buses, for which a London company has placed an order for 500, and the third depart ment is devoted to the building of motor trucks and vans. Mr. Hollander has been elected a member of the Italian Automobile Club. He racing cars are in an advanced state. They are all entered in the Grand Prix which will be held will be locked up during the night and it will be

forging work. The air for operating the warlows appliances is supplied by two powerful compressors, one of which was recently installed.

A little Baker electric delivery wagon similar to

# FRANKLIN

Franklin Runabout Carried Two People Eightyseven Miles on Two Gallons of Gasolene in the great Two-Gallon Efficiency Contest of the

This trial conclusively demonstrates the wonderful efficiency of the Franklin air-cooled engine, and proves Franklins to be among the most economical fuel-users of all motor cars.

Automobile Club of America.

Type D, shown above, is the lighest-weight car of its power, and the easiest on tires, and---because of the non-jarring construction which permits all its power to be safely and comfortably used---the ablest 4-cylinder touring car built in the world.

Come and let us demonstrate.

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\$2.50 Automobile Dusters, \$1.25. \$3.50 Kind. \$1.75; \$5.00 Quality, \$2.50; \$10.00 Goods.
\$5.00. Ladies and Men's, in Linen. Silk, Mohair.
ABSOLUTELY new, first quality Automobile
tires at DISCOUNT of 20% off all tire lists.
Our Cash Prices CANNOT be equalled elsewhere
on Jacks, Colls, Batteries, Clothing, Caps, Lamps.
Tire Covers, Tire Irons, Tops, Plugs, etc., etc.
MOST COMPREHENSIVE stock of Automobile
Supplies anywhere.

E. J. Willis Co., Two Stores,

National owns a Winton. Into its car was heaped bags of money aggregating \$100,000, and with Chauffeur Harry Toomey at the wheel and Mr. Krauss and two of his associates guarding the money, the car dashed off east over exceedingly bad roads at the limit of its speed. Palnesville was reached in fifty-five minutes, the automobile beating financial reenforcements that were sent out from Cleveland on a special troiley car. The sight of money in abundance stopped the run.

G. W. Andrews of Brooklyn has ordered a very handsome little cruising boat from the Lozier Motor Company, which will be delivered to him at the Coller company's works at Plattsburg. N. Y. May 15. The boat is 32 feet in length, with 7 feet 2 inch beam, and is fitted with cruising accommodations for a small party, having extension berths, galley, ice box and other conveniences of this kind. Mr. Andrews, with a small party of friends, will start from the Lozier works at Plattsburg and run the boat to New York under its own power via Lake Champlain, the Champlain Canal and the Hudson River. The trip will be extended around Sea Gate and into Great South Bay, where Mr. Andrews expects to use the craft this summer.

pects to use the craft this summer.

Henry Ford, the pioneer automobile designer whose ideas have been so generally copied by other American constructors, has derived much satisfaction from recent reports that have reached this country from Europe. Many of the foremost foreign automobile manufacturers, whose cars sell for three to five times the price of the six cylinder Ford touring car, have announced that they will market six cylinder cars in 1907. Several of the most conservative of the European concerns will make racing cars this year, driven by engines of the six cylinder type. Manager Gaston Plainties of the Ford company's local branch has called attention to the six cylinder tendency of the foreigners as another evidence of the fact that the Ford is a year shead of them all."

The Rainer Automobile Company received a cable from Henry Fournier last week ordering shipment by first boat possible of a 35 horse-power Rainer car as a sample. This is certainly "carrying coals to Newcastle" in a striking manner and marks an epoch in the history of the automobile trade. The selection of this car by Mr. Fournier, who is a past master on automobiles, must be a source of great satisfaction to the American manufacturer.

The 40-45 horse-power Chadwick chassis, which participated in the races at Atlantic City, will be seen in several events at the Cape May meet. Getting it ready for the Atlantic City meet was a rush affair, and there was no time to properly tune it up. Since then it has been improved several seconds, and Manager E. B. Jackson is certain it will show to advantage alongside the stripped cars of either Europe or America.

Walter Currie of the New York Stock Exchange took delivery of his six cylinder Frayer Miller last week and left for Europe. A E however of Arnold Karbey, & Oo. received a four cylinder car of the same make with special body. Among the orders booked by the Frayer-Miller company was a regular four cylinder touring car for Dr. Morris sori-li-law of Senator Clark of Montana and a six cylinder for one of the most prominent automobilist of America, who does not want his man edisclosed just now.

By strengous work on his recent trip to Cleve-land C. A. Duerr was able to secure for the Eastern market a few more of the popular Royal Tourists. These he will receive the early part of June admirers of the car that made such a showing in the Vanderbitt eliminating race still have a chance to secure one. Three times the number of Royals have been sold this year already than were said all last year, which goes to prove that the public on the whole is alive to the performances of the various machines and gives them credit therefor.

The first four cylinder Oldsmobile runabout of 28.30 horse-nower arrived in New York last week and attracted considerable attention. The car was designed by Howard Coffin, who is now constructing size bir six cylinder. Vanderbilt racer. The popularity of the touring runabout has been demonstrated this year and a number of manufacturers have models of this kind either on the market or in course of construction.

Measure the efficiency-and by that is meant the power, durability, comfort and style-of the



with its original price, plus cost of maintenance, and you will learn something which all RAMBLER owners are pleased to admit; viz: this car offers more tual value for the money invested

49 H. P., \$2,500. 25 H. P., \$1,750. 18-22 H. P., \$1,350 and \$1,200. 20 H. P. Delivery Wagon \$1,500.

Homan & Schulz Co.,

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E know that our 50 (guaranteed) h. p. Welch Touring Car at \$4,000 will go faster, do harder work, climb steeper hills on the high speed, and prove more generally reliable than any other automobile in the world. We want you to know this and shall be greatly pleased to demonstrate it at your convenience. Catalogue No. 12 on request. The Welch Motor Car Co. of New York, 1871 Broadway, corner 62d St. Burgevre Hamilton, Merager. Telephone 5263 Columbus.

MORE ACTIVITY IN CYCLING. Early Riding and the Number Out Indicates a Partial Revival-Sales Better.

Superficial observation on the boulevards other roads about New York conveys the impression that there is a slight increase in bicycling activity. It is the more impressive because of its being noticeable so early in the spring, as it would seem to portend a more marked revival later on.

As much as a month ago hundreds of bicycle riders were to be seen out during a trip along any of the old time cycle ways on a pleasant afternoon, and it has been so ever since. Many represent a new generation, who were too young to ride during the boom days of nine, or ten years ago. Others appear to be substantial citizens who have taken to the sport since the craze because of discovering the possession of a liver and the need of wholesome exercise. Then there is always that contingent of riders of assorted ages and class who never have lost enthusiasm but continued to be regular cycling exponents ever since those earlier days of tremendous

More interesting, because more significant, occasional riders who have not been astride the old timers, sometimes by face, sometimes by the old uniform of defunct clubs and new wheels, or by a new suit and a wheel of the vintage of 1886 that shows the marks of storage in garret or cellar, but has new tires on it, and by warious signs. The fact that there are a niticeable number of such riders getting out again to indulge in the sport sanely and with moderation, because of its inherent charm, is perhaps the most portentous fact on which to base anticipation of a partial return of the popularity of cycling.

Another sign, which infallibly indicates enthusiasm is the indulgence in the sport at night time. This is more noticeable in Brooklyn than about Manhattan. Every pleasant evening now there are scores and often hundreds of riders threading their way along Bectord avenue, Eastern Parkway and the famous old cycle path to Coney Island The sight of a woman on a wheel is rare however, and there is none of the spirit of vintage of 1896 that shows the marks of storage

fraternity that existed in former days. The riders do not travel in groups, nor often in couples, for the most part they seem to be solitary.

A gratifying circumstance to both old and new riders is that of not being wholly forgotten or ignored with the changes of time. Those who ventured forth even a month ago found the cycle paths of Brooklyn's boilevards prepared for them. Aleng Eastern Parkway, around the cutside of Prospect Park and on the road to Coney Island the cycle ways all received a fresh ton dressing of crushed bluestone this spring and they are in with excellent shape. A cause for some gumbling, however, is found in the disappearance of many accommodations and conveniences. The seats and cycle racks have vanished from a number of fermer resting places, both in the park and at the hotels. One rider who went out a week ago after a rest of several years complains that the values of his old tires were leaky and that he looked vainly in a dozen places where cycle shops formerly were to find a place where he could get new valves put in. Finally he walked nearly two miles and with tires fat before he found a cycle store and his remedy.

The inference of a partial revival drawn from casual observatione made on the roads is supported to some extent by those manuform casual observatione made on the roads is supported to some extent by those manufacturers of birycles who have auritived the slump. They say that the big alimp was almost wholly in the East. The West has furnished a steady demand for birycles in an almost uniform quantity every year. This spring the Eastern demand has been slightly better, the makers say, and reports from their agents to the effect of there being more activity are building up hores of a considerable increase next year. The Easters who resard the matter philosophically say that there is reason to expect a substantial return wave of popularity this year and fext because of the fulness of time. It is then the return wave of popularity this year and next because of the fulness of ti

Lacrosse at Bay Ridge.

Had it not raibed at Bay Ridge yesterday

OLUMBIA CARS present to the public a choice of automobiles unexcelled in every respect. The prominence of many owners is sufficient proof that COLUMBIAS are in the front rank. Mark XLVI of 24-28 H. P., constructed to fill a demand for a mediumpowered car, has all the essentials of reliability, speed and luxury that have made the COLUMBIA famous throughout the world. Demonstration by appointment.

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The Builders of the RAINIER car have ample assurance that they are supplying exactly what the touring motorist wants—the car that gives him the most solid enjoyment for his money. Call and see how. Inspection, tests and records are more to the point than arguments.

> Guaranteed Free of Repairs for One Year 30-35 H. P. \$4,000

Make and Break Spark with Simms-Bosch Magneto are features that alone make the Rainier worth investigating; they contribute with other features to RAINIER supremacy.

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COSTS BUT \$3,500—Then You're Through NO REPAIRS NO REGRETS

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Compare the material in the Royal, its workmanship and design with that of the highest priced car in the world, and it will be a revelation to you.

'Royal Tourist-Syn.-An American Gentleman's touring car-of 40 Motor-Power, which so conclusively demonstrated itself as superior to freak racing cars in the eliminating trials for a place on the American Vanderbilt

NOT A SINGLE DISSATISFIED OWNER.

We have a few more preferred deliveries, so don't be disappointed. ORDER A ROYAL NOW.

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Hatch of Chicago Wins St. Louis Merathen | ment, Chicago, third, and Lambros y. Land

Attended at Bay Ridge yesterday afternoon the lacrosse came between the Crescent Athletic Club and the New York Lacrosse Club might have developed into an interesting encounter. As it was the New Moon champions won handly and the final score was 9 goals to 4. Yesterday morning the lacrosse team of Poly Prep defeated the freshman twelve of Stevens institute by a score of 3 goals to 1.